HONDA ServiceNews August 2004

New Software for HDS: Version 1.013.008

During the week of August 16, 2004, all Honda dealerships were sent a new CD. It contains HDS software version 1.013.008. This new CD sports a lime green label (think "tropi-cool") that reads "Honda Diagnostic System Installation Disk (VER 1.013.008), August 2004." Your system administrator should have this software already loaded onto the master server.

These models have been added to 1.013.008:

- 2005 Accord (This doesn't include the upcoming Accord Hybrid.)
- 2005 Civic
- 2005 CR-V
- 2005 Pilot
- 2005 S2000

Engine Won't Start? Check for Loose Alternator Bolts

Got a '01–04 Civic in your shop with any or all of these symptoms?

- The engine cranks but it won't start.
- The MIL comes on.
- The immobilizer indicator blinks while the engine cranks.
- The HDS can't communicate with the ECM/PCM.

Check for loose alternator bolts. If these bolts are loose for any reason such as the alternator was R&R'ed or an accessory A/C was installed on a DX model at the dealership, the alternator can overcharge and fry the ECM/PCM.

If the alternator bolts are loose, tighten them, and try restarting the engine. If the engine still won't start, then check the ECM/PCM connector for battery voltage and ground. If you're reading battery voltage and ground at the connector, then replace the ECM/PCM. Keep in mind, though, any ECM/PCM damage that's caused by loose alternator bolts from A/C installation or body repair isn't covered by warranty.

Use Correct Flash Setting for Digital Inspection Photos

NOTE: This article applies to '03–04 Accord V6s, '02–04 Odysseys, and '03–04 Pilots.

We've dedicated lots of *ServiceNews* real estate lately to the subject of taking quality digital photos for the 2nd gear inspection recall campaign.

If you're doing S/B 04-021, *Safety Recall: Automatic Transmission Second Gear Inspection, or S/B 04-037, Safety Recall: Accord V6 Automatic Transmission Second Gear Inspection*, here's something else we need to mention: proper setting of the flash output.

Make sure you set the camera's flash output to 2/3 (nine green dashes). It gives you just the right balance of detail in both the highlights and shadows of the photo. If you set the camera's flash output to 1/3 (five green dashes) or to Full (13 green dashes), your photos won't be usable by the RPO Tech Line.

1/3 FLASH OUTPUT (five green dashes)

2/3 FLASH OUTPUT (nine green dashes) Use this setting.

FULL FLASH OUTPUT (13 green dashes)

Troubleshooting A/T DTC P1705 or P0705

If you're troubleshooting a '01–03 Civic with A/T DTC P1705 (short in transmission range switch circuit) or a '04 Civic with A/T DTC P0705 (short in transmission range switch circuit), don't look for an internal transmission problem. These DTCs set when the PCM detects two transmission range switch inputs at the same time. Here are the most common reasons for these DTCs:

- The vehicle has an aftermarket alarm or a remote starter system installed on the M36 circuit between the under-dash fuse box Terminal No. D7 and the transmission range switch Terminal No. 5 (Terminal No. 1 in GX and HX models). For circuit details, refer to page 21 or 21-1 (if you're working on a GX or HX model) of the 2004 Civic ETM.
- On vehicles without an aftermarket alarm or remote starter system, the under-dash harness could be shorting against the brake pedal bracket, the steering shaft coupling, or both.

Wheel Bearing Noise After A/T Replacement

NOTE: This article applies to '00–04 Accords, '99–04 Odysseys, and '03–04 Pilots.

With so many A/Ts being replaced lately, we're hearing reports of wheel bearing noise and comebacks because of it. What's causing the problem is use of high-powered impact wrenches to install the spindle nuts on the driveshafts.

Roger Ross, Senior Training Center Coordinator in Alpharetta, GA, offers this advice:

- Before you remove the spindle nut, make sure you first raise the stake on the nut. Not only does this make removing the nut easier, but it prevents the driveshaft threads from getting damaged. Damaged threads can cause insufficient clamping force when installing the new spindle nut, and lead to noise.
- Tighten the new spindle nut on the driveshaft with a torque wrench set to the spec listed in the appropriate S/M. Don't use a high-powered impact wrench. The 400–700 lb-ft of torque it generates can overcompress the wheel bearing, causing damage and noise.

Store Digital Inspection Photos For Warranty Claims

NOTE: This article applies to '03–04 Accord V6s, '02–04 Odysseys, and '03–04 Pilots.

To submit warranty claims for S/B 04-021, *Safety Recall: Automatic Transmission Second Gear Inspection, and S/B 04-039, Safety Recall: Accord V6 Automatic Transmission Second Gear Inspection*, you must do a photo inspection, *not* a visual one. The flat rate time listed for OP# 222107 in S/B 04-021, and for OP# 222110 in S/B 04-037, pays for a digital photo inspection if the vehicle you're working on has more than **15,000 miles**.

Effective immediately and until further notice, all digital photos used for the 2nd gear inspection must be stored at your dealership. If you don't do this, your warranty claim could be debited.

When storing these photos, create a subdirectory for each VIN that was worked on. One good photo per VIN is really all you need.

Drivebelt Noise? Could Be a Bad Water Pump Bearing

NOTE: This article applies to '02–04 CR-Vs and '02–04 Civic Sis with over **10,000 miles**.

Do you hear a growling that sounds like drive belt noise? The problem could be a bad bearing in the water pump. To make sure the bearing is the culprit, hook up a STEELMAN® ChassisEAR™ diagnostic tool (T/N JSP-SM06600) to the water pump. If you hear the noise coming from the pump, then replace the pump.

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Fuses Can Handle More Current Than Rated

Having a tough time chasing down a short circuit or an intermittently overloaded circuit? Here's something to consider: Fuses are designed to handle more current than they're rated for. To illustrate: a fuse can handle **110%** of its rated current for at least **4 hours**, **135%** of its rated current for up to **30 minutes**, and **200%** of its rated current for up to **5 seconds**.

Paint Code Location on HMA-Built Vehicles

If you're looking for the paint code on the driver's doorjamb of an Odyssey or Pilot built at Honda Manufacturing Alabama (HMA), don't bother looking for a color label. HMA includes the paint code on the certification label instead. You'll see it directly below the VIN bar code.

MFD. BY HONDA MFG. OF ALABAMA, LLC 05/'04
GVWR 2700KG(5950LBS) TIRE SIZE RIM SIZE
GAWR F 1300KG(2865LBS) P235/70R16 104S 16X6.5JJ
GAWR R 1430KG(3155LBS) P235/70R16 104S 16X6.5JJ
THIS VEHICLE CONFORMS TO ALL APPLICABLE
FEDERAL MOTOR VEHICLE SAFETY
AND THEFT PREVENTION STANDARDS IN EFFECT
ON THE DATE OF MANUFACTURE SHOWN ABOVE.
V.I.N.:5FNYF18574B000480 TYPE: MPV
SKV 4 AB6 – B92P – A – B

PAINT CODE

Noise From the Rear When Backing Up

Got a '03–04 Element in your shop that pops, snaps, groans, or clicks from the rear when backing up? The problem could be the parking brake cable needs stretching.

The parking brake in a '03–04 Element is adjusted on the tight side to allow for normal cable stretch that happens after about 15 to 20 times of use. If your customer doesn't use the parking brake, the cable never stretches to its proper length. This can cause the shoes to drag and make noise when the vehicle backs up.

To fix this problem, do this:

1. Set and release the parking brake about 15 to 20 times to stretch the cable.
2. Test-drive the vehicle in reverse.
   - If the noise is gone, return the vehicle to your customer.
   - If the noise is still there, refer to section 19 of the 2003–04 Element S/M, and adjust the parking brake. (On ISIS, use the keyword **PARK BRAKE**, then select **Parking Brake Check and Adjustment** from the list.)

Poor Radio Reception? Do the Seek-Stop Test

The Seek-Stop test is a handy way to troubleshoot customer complaints of poor radio reception. It's also great for gauging the audio unit 's ability to receive AM and FM radio stations. Here's how you do it:

1. Find an open test area away from power lines, fences, and buildings.
2. Find a vehicle that's the same year, model, and trim level as the vehicle you're working on that you can use for comparison.
3. Park your customer's vehicle in the open test area.
4. Make sure all the doors are closed, then start the engine.
5. Tune the radio to its lowest AM frequency. Press the **SEEK** bar, and count how many stations the seek feature stops on that you can actually hear.
6. Tune the radio to its lowest FM frequency. Press the **SEEK** bar, and count how many stations the seek feature stops on that you can actually hear.
7. Move your customer's vehicle out of the test area. Get the comparison vehicle, and park it in exactly the same spot, facing the same direction.
8. Repeat steps 4 thru 6 as soon as you can so both tests are done at the same time of day.
9. Compare the test results of the two vehicles:
   - If the test results of your customer's vehicle are within **10%** of the comparison vehicle, your customer's vehicle is OK.
   - If the test results of your customer's vehicle differ more than **10%** from the comparison vehicle, refer to the appropriate S/M, and troubleshoot the antenna system. If the antenna system checks out OK, then replace the audio unit.

Thump When Accelerating or Braking

Are ’99–04 Odyssey or ’03–04 Pilot owners complaining of a thumping from the rear of the passenger compartment when accelerating or braking? The fuel tank could be the reason.

These models have long, narrow fuel tanks. The thump comes from the sloshing of fuel back and forth in the tank. Just how loud the thump gets depends on how much fuel is in the tank. The thump is a normal characteristic of the vehicle.

AUTOMOTIVE Youth Educational Systems YES ®

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